

No. 21,922. Registered at the General Post Office, Sydney, for transmission by post as a Newspaper.

## SUMMARY.

The King and Queen are about to visit Denmark and the Scandinavian Peninsula, and are expected to arrive in Copenhagen on the 28th inst.

Queen Alexandra has given £100 to the fund for the relief of the families of those who perished in the destroyer "Tiger".

The Emperor Dowager of Russia has left St. Petersburg to return to St. Petersburg after his visit to Queen Alexandra.

## FARMER AND COMPANY, LIMITED.

## SMART HOLIDAY COSTUMES.

You have often seen it, although perhaps it is not so much as the Smart and Perfect Holiday Costume. How it draws forth your appreciation, and the remark slipped out almost involuntarily, "That's a smart costume!"

The 6th, 8th, 10th, 12th, 14th, 16th, 18th, 20th, 22nd, 24th, 26th, 28th, 30th, 32nd, 34th, 36th, 38th, 40th, 42nd, 44th, 46th, 48th, 50th, 52nd, 54th, 56th, 58th, 60th, 62nd, 64th, 66th, 68th, 70th, 72nd, 74th, 76th, 78th, 80th, 82nd, 84th, 86th, 88th, 90th, 92nd, 94th, 96th, 98th, 100th.

## NOTE THE FOLLOWING PRICES:

All Wool Navy Best Fitting Hip Coat Costumes, smartly tailored, with velvet collar, lined Italian, a good useful costume. Price 25/-.

Another Excellent Line in All Wool Navy and Black, with velvet collar, and with white braided vest, and otherwise trimmed. Price 25/-.

The 6th, 8th, 10th, 12th, 14th, 16th, 18th, 20th, 22nd, 24th, 26th, 28th, 30th, 32nd, 34th, 36th, 38th, 40th, 42nd, 44th, 46th, 48th, 50th, 52nd, 54th, 56th, 58th, 60th, 62nd, 64th, 66th, 68th, 70th, 72nd, 74th, 76th, 78th, 80th, 82nd, 84th, 86th, 88th, 90th, 92nd, 94th, 96th, 98th, 100th.

## LADIES' COSTUME SKIRTS.

Wonderful Value in Smart Hosiery, good quality, well made. Price 10/- and 14/- each.

Three Specials: 1. A pair of smart, well made, and useful. Price 10/- each. 2. A pair of smart, well made, and useful. Price 14/- each. 3. A pair of smart, well made, and useful. Price 10/- each.

## TO MANILA, CHINA, AND JAPAN.

Regular four-weekly service from Melbourne to Manila, China, and Japan. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable.

## TO SYDNEY.

Arrived Sydney on Monday. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable.

## TO DAY THE FARMER'S FURS.

The Farmer's Furs are a good one, and the service is reliable. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable.

## YOUR DISCREET INVESTMENT.

The Farmer's Furs are a good one, and the service is reliable. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable.

## FARMER AND COMPANY, LIMITED.

## FIVE, MARKET, AND GEORGE STREETS.

The Farmer's Furs are a good one, and the service is reliable. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable.

## ANDERSON'S PICTURE PAVILION.

The Farmer's Furs are a good one, and the service is reliable. The ship is a good one, and the service is reliable. The ship is a good one, and the service is reliable.

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## ANDERSON AND CO.'S PAVILION.

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## SHIPPING.

## D. AND O. COMPANY'S ROYAL MAIL STEAMERS.

## FOR MANILA, PLYMOUTH, AND LONDON.

## FIRST AND SECOND SALOON ONLY.

## Leave Sydney on Monday.

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## ORIENT-ROYAL MAIL LINE.

## FOR SYDNEY, LONDON, AND AUSTRALIA.

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## BURNS, PHILP, AND CO. LIMITED.

## BRIDGE STREET, SYDNEY.

## COMBINATION ROUND THE WORLD TOURS.

## BY ANY ROUTE.

## Leave Sydney on Monday.

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## THE HOUSE FOR GOOD SANDSHOES.

For Tennis, Boating, Dressing, Football, etc., a pair of good Sand Shoes or Boots are indispensable. In our stock you can find almost any style you want, and the quality is always high.

	Sizes	Men's	Youths'	Women's	Children's
Black Champion Shoe		6-10	5-7	7-9	4-8
White or Brown Champion Shoe		2-11	2-11		
White Yachting Shoe (Anchor Brand)		6-8	5-7	7-9	4-8
White Yachting Shoe (British)		6-8	5-7	7-9	4-8
White Yachting Shoe (Antares)		6-8	5-7	7-9	4-8
White or Brown Champion Boot		6-8	5-7	7-9	4-8
White Yachting Boots (Anchor Brand)		7-9	6-8		

NEW! ALL NEW! ALL BOOTS AND SHOES.

For fuller details and illustrations you should write for our Catalogue of Winter Underwear No. 2. It is free on application.

## PERDRIAU RUBBER CO., LTD.,

"The House for All Rubber Goods," 270 George-street, Sydney.

AMUSEMENTS.		AMUSEMENTS.	
<p><b>THE GLACIARIUM</b></p> <p>MATINEE TOMORROW, WEDNESDAY, MATINEE TOMORROW, WEDNESDAY, (at 2.30).</p> <p><b>THE GLACIARIUM</b></p> <p>Opp. New Railway Station. Tel. 49, Globe. See and Director ——— Mr. J. WEST.</p> <p><b>NORTLY, AT 8</b></p> <p><b>FINES WEDNESDAY, AT 2.30</b></p> <p>Unapproached and Unsmellable.</p> <p><b>WEST'S PICTURES.</b></p> <p><b>WEST'S PICTURES.</b></p> <p><b>WEST'S PICTURES.</b></p> <p>"The Beat of All."</p> <p>AS MUCH OF THE WORLD AS YOU CAN! A MAGNIFICENT PROGRAMME. Unusually early and late hours.</p>		<p><b>WONDERLAND CITY.</b></p> <p>Under Sole Direction and Supervision of MR. WILLIAM ANDERSON.</p> <p><b>TEN THOUSAND CAME.</b> <b>TEN THOUSAND SAW.</b></p> <p><b>TEN THOUSAND COULDN'T</b> <b>THE WORLD'S GREATEST SHOW.</b></p> <p>Wraps all other shows in Spectral Drama <b>NOTHING DOING IN THE TWILIGHT HOURS.</b></p> <p>Country Lover, the most beautiful whisper to the city man, "It's the greatest country lover in the world."</p> <p><b>THE FIVE TITANS</b> Positively Unfading for the Season.</p> <p><b>THE FIVE TITANS</b> The following Robbers Band from the <b>RAM</b> New Show Champion Pines, £25 (divided on points). Edward Pearson, age 2 years 11 months; William Nance Shunt, 1 year; Bert Swift, Pines, age 4 1/2—Geoffrey and Paul Pines, Plumpest Baby, prize £4—Hayes Fay, Newborn, Preston Boy, prize £2—William, 1 year 11 months. Special Gilt, prize £5—Mollie Shunt, 1 year.</p>	

MOVING PANORAMA OF EVENTS  
OUTSIDE OUR EXPERIENCE.

street, Bond.

FIRE AND PLAMER.  
FIRE AND PLAMER.  
FIRE AND PLAMER.

THE WORLD'S GREATEST FIRE ATTRACTION.  
A single fireman is it is  
any fire he had ever thrown a hose on.  
THRILLING RACES.

STARTLING EXPLOSIONS.  
REALISTIC EFFECTS.

EVERY NIGHT, PROMPTLY 8 O'CLOCK.  
The Incomparable Montecarlo,  
FABRIZIO VIORELLI.

EVERY NIGHT AT 10 O'CLOCK.  
THE GREAT MOUNTAIN.

HINDING VOICES AND CHANTS.  
ADMISSION.

ADULTS: From 100 to 11 O'CLOCK.  
Everyday, a Special Children, a Tray Box, Cigarettes  
Tickets to all Shows, 100 to 11 O'CLOCK.

HOP ON A BOND TRAIN.  
GEORGE LARSEN'S TESTIMONIAL MATINEE.  
FIRE AFTERMATH, ST. HELM.

NEWBURY-SPADA CONCERN  
AT THE TOWN HALL.

Another Wager and Enthusiastic performance of the New  
Hall on Saturday Night was emphatic proof that the

...ed: 64 to 82. Reserved Plan at the Gladstone  
Hotel.

**SEE YOUR OLD FRIEND, GEORGE  
LACHEL, THURSDAY AFTERNOON NEXT.**

**DAILY ATHLETIC CLUB—TUESDAY, APRIL 21.**  
From 7 o'clock to 9 o'clock (Parade)  
at the Club House, 100 Commercial Street,  
Marcelline), 10 rounds. At 9, Lightweights, Bob  
McCarte will fight 10 rounds. At 10, Heavy-  
weight, Sam Sacks will fight 10 rounds.  
At 11, 12, 13, 14, 15, 16, 17, 18, 19, 20; Reserved  
Plan at the Gladstone Hotel.

**AT THE SHOW.**  
Have you seen them? If not, to-day is your only  
chance and see the best display of Billings  
ever housed in N.S.W. The Pictures of the  
Champion Brummers on one bench  
and the winter of more championships than any dog  
club has ever won on another bench.  
Certificate in the Southern Hemisphere as  
being the most valuable and beautiful  
show and can bitch ever produced in Australia,  
a sight never seen before—three Champions on  
bench.

**MR. PHILIP NEWBURY**  
they have brought to me the  
**GREATEST TENSOR OF THIS DAY.**

**IMPORTANT NOTICE.**  
Another Plant Concert, consisting chiefly of Glee  
Operatic Classics.

**NEXT SATURDAY NIGHT,**  
**SIX APRIL,**  
At Popular Prices.

Tickets and Plan at **PALMISTO TO-MORROW.**

**H. M. SOUTHWELL**  
Conductor.

**GEORGE LAUREN'S Musical Hall**  
**THURSDAY AFTERNOON NEXT, AT REE MAJESTY.**

**HOUSES AND LAND FOR SALE.**

**W. BUDWYN**, WITH VERY CHOICE RESIDENTIAL SITING, HAVING ELEVATIONS UP TO 50 FEET  
ABOVE THE HARBOUR, OF WHICH IT COMMANDS UNPARALLELED VIEW.

**BERRY ESTATE, NORTH SYDNEY.**  
 Accessible by Rail or Tram.  
 Water and Gas Supplying on the Main Road under Municipal Control.  
 Moderate Building Commerce to Protect Buyers.

**EASY TERMS. TORRENS TITLE. ASSISTANCE TO BUILD.**

**PLANS AND INFORMATION AT OFFICES, 311, RUSSELL STREET, and CROW'S NEST JUNCTION, NORTH SYDNEY.**

**THE BEST SITES IN ANY WOY WOY.**

FROM 1000 DEPOSIT, AND 2 1/2 MONTHLY.

**THE WOY WOY ESTATE.**

Level, dry, well-wooded land, including over three thousand acres of WATER FRONTS, adjoining sea at Darlington. PRICES FROM 10 to 30 per acre. TORRENS TITLE.

**WATERFRONTS AND LAGOONS, INCLUDING BERRYS ESTATE, IN AFFRICATION.**

**HENRY F. HALLORAN AND CO., 82 PITT-ST., SYDNEY.**

**THE ESTATE OF THE LATE J. B. C. MILLS. HOME SEEKERS.**

**INSIDE THEIR REAL BARGAINS.**

**FOR SALE.**

**UNSHIPPED (or FOR SHIP), in excellent condition, at the Captain's Residence.**

**"AMERICAN-MADE."**

**Very good, and in excellent condition, at the residence of Queen and Adelaide estate (adjacent from the residence of the late Mrs. J. B. C. Mills).**

**COMFORTABLE BRICK COTTAGE, within 2 miles of Lindfield road (Electric Road). BRICK, TILED, BUILT, NEAT and new, all good new material, and in excellent condition. The house is hearty and verdant. Land sold for 1000.**

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**BRICK COTTAGE, 4 rooms, hall, kitchen, pan.**—**110**—Small cottage, fire place and water, tiled roof and verandah, land **30 x 145**. Also **111**—**112**—**113**—**114**—**115**—**116**—**117**—**118**—**119**—**120**—**121**—**122**—**123**—**124**—**125**—**126**—**127**—**128**—**129**—**130**—**131**—**132**—**133**—**134**—**135**—**136**—**137**—**138**—**139**—**140**—**141**—**142**—**143**—**144**—**145**—**146**—**147**—**148**—**149**—**150**—**151**—**152**—**153**—**154**—**155**—**156**—**157**—**158**—**159**—**160**—**161**—**162**—**163**—**164**—**165**—**166**—**167**—**168**—**169**—**170**—**171**—**172**—**173**—**174**—**175**—**176**—**177**—**178**—**179**—**180**—**181**—**182**—**183**—**184**—**185**—**186**—**187**—**188**—**189**—**190**—**191**—**192**—**193**—**194**—**195**—**196**—**197**—**198**—**199**—**200**—**201**—**202**—**203**—**204**—**205**—**206**—**207**—**208**—**209**—**210**—**211**—**212**—**213**—**214**—**215**—**216**—**217**—**218**—**219**—**220**—**221**—**222**—**223**—**224**—**225**—**226**—**227**—**228**—**229**—**230**—**231**—**232**—**233**—**234**—**235**—**236**—**237**—**238**—**239**—**240**—**241**—**242**—**243**—**244**—**245**—**246**—**247**—**248**—**249**—**250**—**251**—**252**—**253**—**254**—**255**—**256**—**257**—**258**—**259**—**260**—**261**—**262**—**263**—**264**—**265**—**266**—**267**—**268**—**269**—**270**—**271**—**272**—**273**—**274**—**275**—**276**—**277**—**278**—**279**—**280**—**281**—**282**—**283**—**284**—**285**—**286**—**287**—**288**—**289**—**290**—**291**—**292**—**293**—**294**—**295**—**296**—**297**—**298**—**299**—**300**—**301**—**302**—**303**—**304**—**305**—**306**—**307**—**308**—**309**—**310**—**311**—**312**—**313**—**314**—**315**—**316**—**317**—**318**—**319**—**320**—**321**—**322**—**323**—**324**—**325**—**326**—**327**—**328**—**329**—**330**—**331**—**332**—**333**—**334**—**335**—**336**—**337**—**338**—**339**—**340**—**341**—**342**—**343**—**344**—**345**—**346**—**347**—**348**—**349**—**350**—**351**—**352**—**353**—**354**—**355**—**356**—**357**—**358**—**359**—**360**—**361**—**362**—**363**—**364**—**365**—**366**—**367**—**368**—**369**—**370**—**371**—**372**—**373**—**374**—**375**—**376**—**377**—**378**—**379**—**380**—**381**—**382**—**383**—**384**—**385**—**386**—**387**—**388**—**389**—**390**—**391**—**392**—**393**—**394**—**395**—**396**—**397**—**398**—**399**—**400**—**401**—**402**—**403**—**404**—**405**—**406**—**407**—**408**—**409**—**410**—**411**—**412**—**413**—**414**—**415**—**416**—**417**—**418**—**419**—**420**—**421**—**422**—**423**—**424**—**425**—**426**—**427**—**428**—**429**—**430**—**431**—**432**—**433**—**434**—**435**—**436**—**437**—**438**—**439**—**440**—**441**—**442**—**443**—**444**—**445**—**446**—**447**—**448**—**449**—**450**—**451**—**452**—**453**—**454**—**455**—**456**—**457**—**458**—**459**—**460**—**461**—**462**—**463**—**464**—**465**—**466**—**467**—**468**—**469**—**470**—**471**—**472**—**473**—**474**—**475**—**476**—**477**—**478**—**479**—**480**—**481**—**482**—**483**—**484**—**485**—**486**—**487**—**488**—**489**—**490**—**491**—**492**—**493**—**494**—**495**—**496**—**497**—**498**—**499**—**500**—**501**—**502**—**503**—**504**—**505**—**506**—**507**—**508**—**509**—**510**—**511**—**512**—**513**—

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<p><b>RAILWAY SMASHES.</b></p> <p><b>DEMAND FOR SPECIAL INQUIRY.</b></p> <p>STATEMENT BY MR. MCGOWEN.</p> <p>SHORTAGE OF ROLLING STOCK.</p> <p>"I could not say who is personally responsible for the Murrumbidgee," said Mr.</p>	<p><b>NAVAL DEFENCE.</b></p> <p><b>ADMIRALTY'S ATTITUDE.</b></p> <p><b>INTERVIEW WITH LORD TOWNSEND.</b></p>
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**COST OF THE AUSTRALIAN SQUADES**

(BY OUR SPECIAL CORRESPONDENT.)

LONDON, March 10.—I have had, this week, the privilege of interviewing, on behalf of the "Herald," Lord Tweedmouth, First Lord of Admiralty.

... subject of Australian naval defence.  
... matter of such vital importance to Aust.

that under the Railway Act the Commissioners have the power to make a departmental inquiry into the cause of these accidents. Such

whether it would be possible to obtain a

It is likely that this board would disclose anything to the public which would tend to prove that the railway was to blame." This matter was referred to on the eve of the opening of the House, when the Blandford Railway Inquiry was fresh in the public mind. The inquiry was held in the Blandford Hotel, and on that occasion I pointed out the fact that the inquiry was left entirely in the hands of the railway, which is not granted ordinarily. The Ministers of the British Government are available for interview. Their policy is laid in the inner sanctuaries of Downing-street and they themselves are personally bound by the outside world of inquiry elaborate paraphernalia of Government departments. Secretaries there are in abundance.

Commissioners and their officers those officers would naturally try to show that there had been no fault or neglect in the case of accidents. As the recurrence of these accidents has reached such a serious stage, I consider that the Minister should appoint a special board of experts to probe the whole matter. The frequency of accidents of late has un-

doubtedly engenders an uncomfortable feeling in those who travel by rail, and such an inquiry would help to allay those fears."

Leaving the matter of the inquiry, Mr. McGown referred to the shortage of rolling stock, which he regarded as one of the factors that had probably something to do with these accidents. "This shortage of rolling

stock," he said, "was due to the curtailment of the railway vote in order that the Treasurer might want his large surplus. Mr. Carruthers entered office immediately after the O'Sullivan-Waddell Government, and such a hue and cry was raised about the extravagance of that Government that Mr. Carruthers was tempted to go to the other extreme, and

the railway vote suffered. During the first two years the Commissioners had been tied down to economy, and one result is seen in the shortage of rolling stock.

"I have nothing to say against the Commissioners," remarked Mr. McGowan, "but there is one matter which affects, I think, the working of the service. Mr. Harry Richardson is tremendously interested in the Austro defence movement, and is in close touch with every detail of your recent developments. He expressed himself as glad to state that Admiralty view in these columns, and answered my questions with frankness.

May I ask whether the Admiralty is

son was what I would call our 'specialised experts' in the traffic department. As superintendent of lines he had no compeer, but his vast experience in that important branch was practically lost to the State by his appointment as Commissioner for Tramways. Without desiring to reflect on Mr. Hodgson, the present superintendent, I cannot help saying

**SOME DISTURBING FIGURES.**

The serious railway accidents which have

been recurring with such startling frequency during the last few months have become quite a familiar topic in the city. To many the latest accident at Murrumbidgee, capping a long list of other accidents, has raised genuine alarm, and it will take more than a departmental inquiry to remove the unfortunate impression which has been made in many quarters.

"240,000. We do not, however, grumble at the cost, and, as I say, we are quite prepared to accept a reasonable alteration of the proposal from Australia."

There would still be New Zealand?

"Yes; that is a difficulty. New Zealand does not wish to alter the present arrangement."

minors regarding the danger of travelling on our trains. The official mind, of course, regards this series of accidents, whether preventable or not, as—if not a decree of destiny—a matter which is quite beyond departmental control, a question of actuarial calculation. These accidents, he says, come in cycles, and while the human element exists

lands? "We must have full control of the land. That would be entirely a matter for the Admiralty to consider."

What is the Admiralty's view of the Italian proposal for coast defence? "An excellent idea, and one that we must work out most serviceably in time."

A glance at the list of accidents which have occurred on our lines during the last 18 months shows clearly enough that the dangers of train travelling in this State are not imaginary, but, unfortunately, only too real. During that time five railway accidents of a

serious nature have occurred on our lines—three on the northern line, one on the western, and one on the Illawarra line. As a result of those accidents one person was killed, and 72 injured more or less seriously. A list of these is appended:—

October 26, 1906.—Collision between trains at Molong. Seven persons injured.

June 15, 1907.—Derailment of two carriages on the down north-western mail at Werris Creek. Twenty-two injured.

January 25, 1908.—Derailment of carriage at Stanwell Park. One killed, three injured.

March 10, 1908.—Derailment of two carriages of north-western mail at Blandford. Seven injured.

April 17, 1908.—Collision between trains at Murruhrundi station. Thirty-three injured.

The above-mentioned accidents are the most serious which have occurred during that period, but a number of minor mishaps unattended with personal injury, and which do not come before the public, have also happened. This looks indeed as if our railways

...were stimulated with a desire to do things on the big scale of the American railways, which have an unenviable reputation for railway disasters. If safety is the first principle in railway administration, it is a consummation greatly to be desired, but the public is beginning to wonder whether the administration will get nearer the mark at which it

"Yes. We should expect the Austrians to pass over automatically to the British Admiral at such a time, so that might be used as he considered advisable."

Then there is a proposal of Mr. Lloyd for the provision of 1000 men in Her Majesty's subsidy."

"Yes. There are various difficulties

branches are satisfied, but the departmental inquiry could perhaps be improved upon. It may be of course, that there is no connecting link between any of the accidents which have recently occurred. They may perhaps have been placed in close succession to each other merely by the stroke of fortune, but it is a coincidence which may need deeper

probing. The preceding mishap and hurt to limbs were bad enough, but the last—the Murrumbidgee collision—has struck the popular mind more sharply. To allot the blame is the duty of a special tribunal, but the recent series of accidents are clearly due either to mistakes or intention of their employees who may have disregarded their instructions, to say the least, of safety.

"Yes. The Australian men get higher wages than the British, a fact which necessarily leads to some friction. There is an argument by which payment of an extra 10 per cent due to the Australians is *deferred*, but difficulty is not altogether obviated."

The new proposal would imply the

**OPINION AT SCONE.**  
—  
**THE ADMINISTRATION BLAMED.**  
—  
I have made many inquiries (writes our Scone correspondent), and find the prevalent opinion to be that the staff at a busy time

like Easter is totally inadequate to safely cope with the traffic. At Scioe here some 13 or 14 trains passed through on Thursday night, and the receipts amounted to about £150, yet to cope with this rush there were only a couple of hands. Another complaint is that at times like those mentioned duties of serious responsibility are delegated to juniors, and that the staff are not sufficiently experienced to be entrusted with the running of the service. Mr. Deakin's last speech at the conference in which he said specifically that the proposed Australian ships would be entirely in the service of the British authorities in the Pacific, has been somewhat controversial.

or probably overlooked altogether, as appears to have been the case at Murrurundi.

**MOFFAT'S CONDITION VERY LOW.**

**MURRURUNDI, Monday.**

The condition of those injured in the railway smash is improving, says Moffat, whose

condition to be very low. Dr. Pflieger, of Munich, Dr. Farrel, of Quirfeld, and Dr. Scott, of Seaca, committed to-day. Dr. Maltland will arrive to-night.

IS AN INDEPENDENT INQUIRY NECESSARY

Mr. Waddell, who is Minister for Railways, has received from the Railway Commissioners the report of the departmental board appointed to inquire as to the cause of the railway collision at Murrumbidgee on Good Friday morning, but he did not feel justified in disclosing the conclusions arrived at by the board. He will consult the Premier, Mr. Fisher, on the subject.

**BURNT TO DEATH.**

**BABY'S SAD FATE.**

IPSWICH (Q.), Monday.  
Late to-night a fire occurred at Booval, the residence of Mrs. Craig being totally destroyed. An infant, three months old, was burned to death.

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<http://nla.gov.au/nla.news-page13>



## TURKEY AT BAY.

ITALIAN FLEET DESPATCHED.  
GRIEVANCES MUST BE SETTLED.  
SUPPORT OF OTHER POWERS.

LONDON, April 19.  
A semi-official note, which has been received from Rome, states that, owing to Turkey threatening to prevent forcibly the opening of Italian post-offices in Constantinople, Salonika, Smyrna, and other Italian cities, the Italian Government is despatching three naval divisions to Turkish waters.

April 20.  
Italy's claim is based on the most favored nation clause in her treaties with Turkey. The Porte replied to the claim that post-offices in Turkey, belonging to other Powers, were simply tolerated, and Italy was unable to invoke the provisions of that clause as the ground of her claim.

Turkish officials informed the Italian Ambassador, Marquis Imperiali, that it was the Porte's intention, if the post-office was opened, to station gendarme outposts and to prevent the public from entering. This brought matters to a head.

Italy resolved, in addition to her claim for post-offices, to demand the settlement of other grievances, notably the vexatious obstructions placed in the way of Italian and Arab customers in Tripoli, Tunis, and other Italian possessions, and the restriction of the Italian trade in the Levant.

All the Powers, including Germany, recognize that Italy's action is correct. A squadron, which was got ready in 12 hours, goes to Asia Minor. This squadron consists of eight first-class battleships, one second-class battleship, and one torpedo boat. It is commanded by Admiral Sestini, and carries 450 guns.

The Home Government of the "Times" writes that the contention of the Porte is untenable. Turkey's attempt in 1901 to suppress foreign post-offices in Turkey was sufficient to follow by the emergence of foreign post-offices since then has increased.

The "Novoye Vremya" of St. Petersburg writes that Turkey's defiance of Italy is the immediate consequence of Germany and Austria-Hungary withdrawing from the European concert relating to Macedonia.

[By May 1901 the Sultan ordered the letter-bags of the foreign post offices in Turkey to be sealed, on the plea that they contained seditious matter, but he was specifically compelled to give them up by the united protests of the Powers. It was in this case that Italy, at all times, has been the champion of the rights of the Powers.]

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## MANCHESTER ELECTION.

IRISH VOTE SPLIT.  
PRIESTHOOD AGAINST MR. CHURCHILL.

LONDON, April 20.  
The result of the North-west Manchester election, in which the candidates are Mr. Winston Churchill, President of the Board of Trade, Mr. John H. Hicks, of the Manchester and Salford Electric Light and Power Co., and Mr. Dan Irving (socialist), shows more uncertainty.

It is estimated that 500 out of 900 Irish electors in the constituency will support the manifesto of the local priesthood, urging the electors not to allow Mr. Churchill to betray them a second time on education, but to vote for Mr. Hicks.

The "Times" writes that, apart from the prospect of the loss of 100 votes to Mr. Hicks, the transfer of 500 to Mr. Hicks must rather upset the calculations of Mr. Churchill, who had great hopes of carrying the Irish vote.

Mr. Hicks in a speech described the Eight Hours in Mines Bill as a tax on raw materials, and he asserted that those raw materials who supported it were inconsistent.

Mr. Winston Churchill, at the general election, defeated Mr. John H. Hicks by 1241, the polling being—Mr. Winston Churchill, 5239; Mr. John H. Hicks, 4098. The 500 votes are taken of Mr. Winston Churchill and added to Mr. John H. Hicks, and 100 votes are taken of Mr. Churchill and given to Mr. Hicks. Mr. Churchill's majority will be reduced to 141, a very narrow margin.

The Education Question.  
COMPROMISE OR REGULARISATION.

LONDON, April 19.  
Mr. Winston Churchill, speaking at Manchester on behalf of the Prime Minister, said that the Education Bill, which is now before the House, is a compromise between the secular and the religious.

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## VENEZUELA'S OBSTINACY.

AMERICA'S STRINGENT ACTION.  
LONDON, April 20.

Senator R. M. Cullom, who is Chairman of the United States Senate Committee on Foreign Relations, has drafted a resolution empowering President Roosevelt to adopt stringent action towards Venezuela in the event of that republic rejecting a further final proposal to arbitrate.

A telegram to the "New York Tribune" from Washington states that when forwarded to the Senate, which has asked for it, the correspondence between the United States and Venezuela will show grave discourtesy on the part of the latter.

The United States made every possible effort to obtain courtesy and justice from the Government of Venezuela, and Mr. Root (March 3) admits that he has done everything in his power, and that the taking of further action rests with Congress.

According to the view of the State Department, "Venezuela is a State which is not only a disgrace to the United States, but a disgrace to the world." The United States will not tolerate such a State, and will take such action as may be necessary to bring about its reform.

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## RAILWAY DISASTER. THIRD EDITION.

THE DISASTER.  
WORST IN RAILWAY ANNALS.  
A MISUNDERSTANDING THE CAUSE.  
THE WORK OF RESCUE.  
CARS FULL OF INJURED.

MELBOURNE, Tuesday, 4.15 a.m.  
The disaster at Braybrook last night, when the train from Bendigo crashed into a train from Ballarat just moving out of the station, was the most appalling in the history of the railways in Australia.

Dr. Pert, who arrived with two cars full of injured, reckons the killed at 27. Estimates of the injured are conflicting, but the number is officially stated to be 100. Dr. Pert is in charge of the first engine of the Bendigo train, and on the second engine was driver Deviney, who had with him a fireman Dolman. When questioned as to the cause of the accident, Driver Deviney said, "I was not at all at fault. I was proceeding at a moderate speed, and was suddenly struck by the train from Ballarat."

When asked whether he had noticed the signals, he said: "Yes, they were clear." He would not, however, elaborate on this point, except to emphasize the statement on repeating it. Questioned as to whether he could see the lights of the Ballarat train, the driver said: "No, the train was too close to me when they were low down." It may be explained that in front of Driver Deviney was the tender of Driver Milburn's engine, which was illuminated by a powerful light.

Driver Deviney declined to discuss the matter further, saying that it was too serious. Mr. E. A. Eddy, a Ballarat train, who is a brother of Mr. Richard V. Eddy, tells a remarkable story. It happened that Mr. E. A. Eddy travelled from Ballarat in the next car to the one occupied by his brother. He was in the same train, and though he himself escaped without injury, no sooner had he alighted from the train than he saw the disaster. He was among the first of the victims to be removed to the Melbourne Hospital, where his injuries, which consisted of a cut head, a crushed foot, and concussion, received attention.

THE KILLED.  
AN INCOMPLETE LIST.  
At 6 o'clock the killed who had been identified were—

ALFRED ILLINGWORTH, of Braybrook, employed by the Melbourne Harvester Works, married, with five children.  
MURIEL DANNOCK, James-street, Kew.  
ALICE LAFPIN, Tanner-street, Richmond.  
ALICE LAFPIN, Tanner-street, Richmond.

RETURN OF RELIEF TRAIN.  
ANXIOUS WATCHERS.  
VIVID DESCRIPTIONS BY PARTICIPATORS.

The relief train arrived at Spencer-street at 1.20. The platform was crowded with anxious watchers, and the relief train was met by a large number of police. The train was stopped at the platform, and the passengers were allowed to alight. The train was then moved on to the station, and the passengers were allowed to alight.

SCENE LIKE A BATTLEFIELD.  
Miss B. White said: "I had just got into the train, and was sitting in the first-class carriage. I was looking out of the window, and saw the train from Ballarat coming. I was very much surprised to see it, and I was very much surprised to see it."

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## THE SYDNEY CUP.

WON BY DYED GARMENTS.  
A GREAT ATTENDANCE.  
CHAMPAGNE STAKES WON BY MALT & QUEN.

In charming contrast to Saturday racemore were given on Monday. It was what one likes to regard as typical Sydney, with a little of the old and a little of the new. The day was a fine one, and the race was a very good one. The attendance was very large, and the race was a very good one.

The numbers on the course were variously estimated between 25,000 and 30,000. And what a crowd! The race was a very good one, and the attendance was very large. The race was a very good one, and the attendance was very large.

From a spectacular point of view, the day was the most brilliant of the season. The race was a very good one, and the attendance was very large. The race was a very good one, and the attendance was very large.

At no previous meeting at Randwick has there been so much of the old and so much of the new. The race was a very good one, and the attendance was very large. The race was a very good one, and the attendance was very large.

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## AUSTRALIAN WEATHER

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THE "HERALD" MAP.

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12:40—Apr. 30, Havana, 4, Sun  
 12:45—Apr. 30, Liverpool, 8, Sun  
 12:50—Apr. 30, London, 10, Sun  
 12:55—Apr. 30, Boston, 4, Sun  
 1:00—Apr. 30, Kansas, 4, Sun  
 1:05—Apr. 30, New York, 4, Sun  
 1:10—Apr. 30, Chicago, 4, Sun  
 1:15—Apr. 30, Miami, 4, Sun  
 1:20—Apr. 30, Tampa, 4, Sun  
 1:25—Apr. 30, St. Louis, 4, Sun  
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 1:35—Apr. 30, Philadelphia, 4, Sun  
 1:40—Apr. 30, Baltimore, 4, Sun  
 1:45—Apr. 30, Washington, 4, Sun  
 1:50—Apr. 30, New Orleans, 4, Sun  
 1:55—Apr. 30, Mobile, 4, Sun  
 2:00—Apr. 30, Savannah, 4, Sun  
 2:05—Apr. 30, Jacksonville, 4, Sun  
 2:10—Apr. 30, Orlando, 4, Sun  
 2:15—Apr. 30, Tampa, 4, Sun  
 2:20—Apr. 30, St. Petersburg, 4, Sun  
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 3:45—Apr.

1-20-08  DARWIN

[illegible]

A map of the Cook County area, showing the location of the 'COOK TOWN' and the 'COOK COUNTY'.

LOT.—Adv.

al Library of Australia <http://nla.gov.au/nla.news-page1313354>







**THE TURF.**

National Library of Australia

## A MONSTER ATTENDANCE

## A MONSTER ATTENDANCE

<http://nla.gov.au/nla.news-page131335>



## SHOW EXHIBITS.

## COUNTRY VISITORS.

BOOTS. BOOTS. BOOTS.

There is no place in Sydney where you can get BOOTS cheaper or better than at JOE GARDINER'S. His boots are made in his own factory, and he has the best of the material. He has a large stock of boots in all styles, and he will make boots to order. He has a large stock of boots in all styles, and he will make boots to order. He has a large stock of boots in all styles, and he will make boots to order.

JOE GARDINER'S

THE LIVERY BOOTMAN.

44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## SEE EDWARD McCRAY AND COMPANY'S

## EXHIBIT

OF ARTESIAN, SUB-ARTESIAN, BORING PLANTS,

ALSO PUMPS AND WINDMILLS.

## SEE OUR FINE EXHIBIT OF

## PORTABLE ENGINES.

SCOTT IMPERIAL ACETYLENE LIGHTS.

HOPPER PATENT ACETYLENE LIGHTS.

ALSO ENGINES, ARBORS, BLADES, ETC.

## W. ADAMS AND CO., LTD.

VISITORS TO THE SHOW.

SHOULD NOT FAIL TO SEE

## J. JULEFF AND SON'S EXHIBIT

IN THE MAIN PAVILION.

## THE FAMOUS "EMU" AND "GEM" STOVES.

FIRST PRIZE, 1905; FIRST PRIZE AND GOLD MEDAL, 1907; also FIRST PRIZE AND GOLD MEDAL, 1908.

## SEE ARTHUR HORTON'S

## GOLD MEDAL SULKIES AT THE SHOW.

WINNER OF SPECIAL PRIZES. GOLD MEDAL AND TWO SILVER MEDALS AWARDED THIS YEAR.

A RECORD FOR HORTON'S SULKIES.

ARTHUR HORTON,

BULKY AND BUGGY MANUFACTURER.

344-446 PARANATTA ROAD, PETERSHAM, N.S.W.

## HIT IN THE EYE.

THE IDEAL LADIES CAR.

## THE FAMOUS 28-H.P. BUICK.

THE ONLY VEHICLE OF ITS KIND IN AUSTRALIA, AND ABSOLUTELY THE BEST FINISHED, MOST LUXURIOUS, GAYEST, AND SMARTEST LOOKING.

DO NOT FAIL TO SEE THIS SULKIE WORK OF ART AND SCIENCE AMONG THE VEHICLES IN THE NEW BUILDING.

IT IS AN IDEAL LADIES CAR, BECAUSE OF ITS SIMPLICITY AND HANDSOME APPEARANCE.

FULL PARTICULARS ON APPLICATION TO THE

CITY MOTOR WORKS, 24 FLINDERS-STREET.

## SHIPMENT OF

14, 22, 40 AND 60 H.P.

## BERLIET

SHORTLY TO ARRIVE.

Come and inspect and you will all agree that

they outstrip anything yet imported in Australia.

FOR PARTICULARS APPLY

FAUVEL BROS.

SOLE AGENTS, 80 PITT-STREET.

## REMINGTON TYPEWRITER

CONTAINS ITS SUPREMACY FOR SPEED OF OPERATION, LENGTH OF LIFE, AND ECONOMY OF USE.

## SEE EXHIBIT IN MAIN PAVILION, AGRICULTURAL SHOW.

RESULTS:

1st PRIZE, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

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